REMARKS

This amendment is being presented within two months from the date of the Final Rejection.

Claim 55 was objected to under 35 U.S.C. 112 in paragraph 2 of the Office Letter. Claim 55 has been amended to clarify the use of electrical propulsion (see page 10, lines 20 on for antecedent basis and full explanation of the acceleration of the type provided by an electric motor).

In paragraph 2 of the Office Letter, the Examiner has required antecedent basis for "the cruise mode" of claim 57 in line 3, which antecedent basis has now been provided by this amendment.

Claim 60 was objected to in failure to provide antecedent basis in line 3 for "cruise mode" which claim has been so amended to provide the required antecedent basis.

Claim 56, in the last paragraph of paragraph 2 of the Office Letter has been rejected as indefinite in the use of the term "fast charge-discharge battery". Claim 56 has been amended to specifically call out a "nickel cadmium" battery for fast charge battery 58 in the present system (see page 7, line 8 on for antecedent basis). Claim 56 stands rejected over Ellers (paragraph 5 of the Office Letter). Ellers neither shows, teaches or suggests the use of a nickel cadmium fast charge discharge battery to accept charge when the internal combustion engine is not employed to drive the motor vehicle, but in complete contrast to battery and mode and manner of charge Ellers specifically states that charging the 6 volt drive batteries is done when the batteries are low in a series hybrid mode. The use of a charging mode as claimed is specifically for the purpose of maintaining fast charge discharge batteries in the present system in order to prevent the need and use of hardware and circuits as required by a system of Ellers.

As a consequence of the preceding, it is believed this amendment should be entered indicating the allowance of claim 56.

Respectfully submitted,

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31. The combination as set forth in claim 30, further including an exhaust emission analyzer for measuring the pollutant level of exhaust emissions from said combustion engine and connected to said vehicle transmitter for transmitting a signal indicative of the measured pollutant level to said network receiver means and said network transmitting said control signal to said vehicle mounted receiver when the measured pollutant level exceeds a predetermined level for switching the cruise control circuit to the cruise mode off condition.

32. In combination, a hybrid motor vehicle comprising:

an electric motor connected to a first pair of wheels;

a cruise mode control circuit having preprogrammed cruise mode operating conditions, said control circuit automatically activating first coupling means for connecting a combustion engine to a second pair of wheels during a cruise mode on condition and deactivating said first coupling means during a cruise mode off condition, and said control circuit activating second coupling means for connecting said combustion engine to an electric generator for charging a battery during the cruise mode off condition:

an exhaust emission analyzer for measuring the pollutant level of exhaust emissions from said combustion engine;

a vehicle mounted transmitter for transmitting a signal indicative of the measured pollutant level;

an interactive information network located at a location remote from said motor vehicle, said network having receiver means for receiving said signal from said vehicle and transmitter means for transmitting a control signal to a receiver mounted on said vehicle when the measured pollutant level is above a predetermined level; and

control means located in said vehicle responsive to the received control signal from said network for switching the cruise control circuit to the cruise mode off condition.

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33. The combination as set forth in claim 32, further including a CO detector mounted on said vehicle and connected to said vehicle transmitter for transmitting a signal indicative of the CO level in the vicinity of said vehicle to said network receiver means and said network transmitting said control signal to said vehicle mounted receiver when the measured CO level exceeds a predetermined level for switching the cruise control circuit to the cruise mode off condition.

Claims 1-29 have been cancelled.

Authorization for this examiner's amendment was given in a telephone interview with Conrad Gardner on March 31, 1997.

The following is an Examiner's Statement of Reasons for Allowance: The prior art does not teach applicant's hybrid vehicle having a cruise control circuit which disconnects the combustion engine from the second pair of wheels and connects the combustion engine to the electric generator during the cruise mode off condition, the cruise control circuit being controlled by a remotely located interactive information network which switches the control circuit to the cruise mode off condition in response to either the CO level in the vicinity of the vehicle being above a predetermined level or the the pollutant level of the exhaust emissions of the vehicle being above a predetermined level.

Any comments considered necessary by applicant must be submitted no later than the payment of the Issue Fee and, to avoid processing delays, should preferably accompany the

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Issue Fee. Such submissions should be clearly labeled "Comments on Statement of Reasons for Allowance".

Any inquiry concerning this communication should be directed to Michael Mar at telephone number (703) 308-2087.

Kevin Hurley 3/31/97
KEVIN HURLEY
PRIMARY EXAMINER
GROUP 3100

M.Mar

3-31-97